

Attachment 2 - Response to Official Questions Received from Industry Regarding the AMOS Procurement

	Reference (if provided)	Question	Answer
1	Pg C-60, Para 4.8.3.5 (6)	Pg C-60, Para 4.8.3.5 (6) states the Govt will provide WB-57 pressure suit training which appears to contradict the 4.8.3.3.6.2 requirement for the contractor to provide this training. Please clarify the requirement.	SOW section 4.8.3.5 has been updated to indicate the requirement applies to Pressure Suit “Technician” (Suit Tech) training. Section 4.8.3.3.6.2 states the Contractor shall provide pressure suit water survival refresher training to NASA and Contractor “aircrew” personnel.
2	Pg C-62, Para 4.9.3.	Pg C-62, Para 4.9.3. Please provide the number of personnel who will require passports and visas each year.	Historically there has been a requirement to assist 30-50 personnel to acquire passports and visas each year. This number should be used as a representative of past requirements but may not be representative of future requirements.
3	Pg C-117, Para 7.2.6.	Pg C-117, Para 7.2.6. Will all equipment, tools, and material be provided by the government to include floor scrubbing machines?	Yes. NASA will provide the necessary equipment, tools and materials, to include scrubbing machine to meet the Facility Services Program requirements stated in paragraph 7.2.6. The items of support equipment required to support facility services are contained in attachment J-3-1.
4	Pg C-170, Paras 9.5.4.1, 9.4.6.3	Pg C-170, Paras 9.5.4.1, 9.4.6.3, . Please clarify if the Fixed Price is for only the labor to prepare material for shipping. If the intent is for the cost to ship and the cost of shipping material is to be part of the contractor FP, then please provide data on which to base the estimates for shipping and material costs.	The SOW has been modified to reflect that all requirements identified in Section 9 "Logistics" shall be performed under the cost portion of the SOW. NASA will provide a Government Provided Direct Labor Resource Estimate in Section L of the RFP that will provide further detail.

5	General Overview Comments	<p>Please define the contract category "general?" (FP/Cost/General) It appears that at least two SOW statements could be considered FP/Cost elements.</p> <p>Section 4.8.4 The Contractor shall: Attend conferences per Government request, or; receive concurrence from the COTR and approval from the NASA CO prior to attending any Contractor requested conferences.</p> <p>Section 6.1.1.3, paragraph 2, 3: Under normal circumstances, no more than two (2) T-38 aircraft will be launched in any thirty (30) minute period. In some special cases such as memorial flyovers or mission support, the Contractor may be required to support more than two (2) T-38 launches in a thirty (30) minute period. See Table 6-3 below for an example daily schedule. "A minimum one (1) hour turn-around time applies for consecutive flights of the same aircraft."</p>	<p>SOW sub-section 1.3, Table 1-1, defines "general" as contract requirements or background information not suited for a specific category assignment.</p> <p>SOW sub-section 4.8.4 has been updated to reflect a contract category of Fixed Price (FP)/Cost.</p> <p>SOW sub-section 6.1.1.3 has been updated to reflect a contract category of FP.</p>
6	General Overview Comments	<p>Without the remaining RFP sections and Appendices information, it is difficult to effectively review the SOW and understand all the requirements. Is there a date for the release of the draft RFP in its entirety?</p>	<p>The AMOS procurement schedule is posted on the AMOS procurement website. This schedule is subject to change. Please continue to monitor the following website, http://procurement.jsc.nasa.gov/amos/ for information related to the AMOS Procurement schedule.</p>

7	Co-mingling FP and Cost Reimbursable	How will the Contracting Officer communicate approval to Contractor?	The Government assumes the Offeror's question relates to maintenance activities associated with Section 1.4 of the SOW, "Work Supported or Not Supported by Approved Technical Data." In view of this, the Government has no requirement for the Contracting Officer involvement in such maintenance activities, to include those referenced in subsection 1.4.2, 3rd paragraph, item 1) that refers the Contractor to subsection 10.2.2, Inquiries to Repairs Not Supported by Approved Technical Data.
8	Pricing Issues	Potential Impact of Wage determinations - Part of a task can have escalation as cost reimbursable – part may not because it is FP labor. How do we determine which labor can be escalated?	The Request for Proposal (RFP) and resultant contract will include FAR Clause 52.222-43 Fair Labor Standards Act and Service Contract Act—Price Adjustment (Multiple Year and Option Contracts). NASA will provide a Government Provided Direct Labor Resource Estimate in Section L of the RFP.
9	Pricing Issues	When wage determinations change, how will these adjustments be addressed for these elements?	The RFP and resultant contract will contain Federal Acquisition Clause 52.222-43 "Fair Labor Standards Act and Service Contract Act -- Price Adjustment (Sep 2009)." The clause provides information regarding how to apply and claim the adjustments.
10	Pricing Issues	Will there be separate pricing templates for Fixed Price and Cost Reimbursable sections of the contract?	Yes. There will be separate pricing templates for Fixed Price and Cost Reimbursable sections of the contract.
11	3.6 Changes to Applicable Documents	Sec 3.6 Paragraph 5-7: 5). Submit a proposal to the CO and obtain approval from the CO prior to implementing any supplement, amendment, or revision to an applicable document that will result in a change to the fixed-price portion of the contract. It is understood that this would primarily impact FP elements of the contract; however, as this could cause schedule delays, is this at the sole discretion of the contractor?	The contractor has the sole responsibility to: 1. Submit a proposal to the CO on any change to approved technical data if the contractor feels it will result in a change to the FP portion of the contract; and 2. Contact the NASA Maintenance Manager or COTR for resolution of any potential schedule delays pending official response to the contractors proposal from the CO.

12	4.1.2 Normal Hours of Operation	<p>Section 4.1.2.1 states work hours for JSC Ellington Field 06:30 to 3:15. Section 6.1.1.4 states work hours Friday 07:00 to 04:00 pm. Which is correct?</p>	<p>The hours shown in SOW sub-sections 4.1.2.1 are typical (historical) "maintenance work hours" at JSC, Aircraft Operations. The hours reflected in sub-section 6.1.1.4 are typical aircraft "Flight Operations Support" hours not maintenance work hours. Per SOW sub-section 4.1.2, it is the contractor's responsibility to establish work hours consistent with meeting the operational mission requirements at each contract location. The SOW has been updated to clarify work hours from operating periods.</p>
13	4.8.3 Training	<p>Will workload data be provided for the number of government personnel that will require training?</p> <p>4.8.3.2 "The Contractor shall provide the following training identified by NASA as critical task training to Contractor and NASA identified personnel."</p> <p>4.8.3.3.8 "The Contractor shall provide training for all civil service and contract employees that require access to the Government provided engineering data management (EDM) system described in SOW Subsection 4.11.3.3.</p> <p>4.8.3.3.3 paragraph 2 "Provide Contractor and Government personnel who access aircraft cockpits with egress system initial and refresher familiarization training."</p>	<p>SOW sub-paragraphs 4.8.3.2, 4.8.3.3.8 and 4.8.3.3.3. have been updated to reflect Government personnel training requirements.</p>

14	4.8.3.2 Training-Critical Task	<p>Contractor must provide certified training based on approved technical data. Who is the approver of the technical data?</p> <p>Section 4.8.2 Training - Critical Task: The Contractor shall provide the following training identified by NASA as critical task training to Contractor and NASA identified personnel. Personnel trained to accomplish critical tasks shall be recertified on an annual basis or as stipulated in applicable DoD, NASA, and OEM documents: 1) T-38 and WB-57 ejection seats and seat kits (certified via Contractor certification plan based on approved technical data). 2) T-38 and WB-57 canopy rigging (contractor certified based on approved technical data).</p>	<p>Refer to SOW, sub-section 1.4.1 definition of approved technical data. Approved technical data maintained by NASA can receive approved changes from the OEM or DoD. Aircraft Operations Division initiated in-house changes are a direct result of process improvements/recommendations submitted by the workforce, both Government and Contractor personnel using AOD Form 14 (refer to AOD WI 34100, Document and Data Control Processes for approval processes).</p> <p>SOW sub-section 4.8.3.2 has been updated to remove requirement for the contractor to provide Government personnel critical task training.</p>
15	4.8.3.3.3 Egress Familiarization Training	Is the training annual or every 24 months?	SOW sub-section 4.8.3.3.3 "Egress Familiarization Training" has been revised to correct the contradiction: "Individuals overdue the "24-month" egress familiarization training shall not access aircraft cockpits until they complete the familiarization training."
16	4.8.3.3.6.2 Pressure Suit	Will contractor personnel be required to be certified rescue swimmers?	No, contract personnel shall not be required to be certified rescue swimmers.
17	4.9 Travel (Page C-61)	Please define the system that is used for civil servant travel services?	The current Government provided system for civil servant travel services is Fed Traveler. System can be accessed via fedtraveler.com.
18	4.9 Travel (Page C-61)	Will workload data be provided for civil servant personnel?	No. Workload data will not be provided for civil servant personnel.

19	4.14.2 Courier Services	Will workload data be provided?	<p>Workload data will not be provided.</p> <p>The SOW has been modified to reflect Courier Services shall be performed under the cost portion of the SOW. NASA will provide a Government Provided Direct Labor Resource Estimate in Section L of the RFP.</p>
20	6.1.1.4 Flight Operations support	<p>Section 4.1.2.1 states work hours for JSC Ellington Field 06:30 to 3:15. Section 6.1.1.4 states work hours Friday 07:00 to 04:00 pm. Which is correct?</p>	<p>The hours shown in SOW sub-sections 4.1.2.1 are typical (historical) "maintenance work hours" at JSC, Aircraft Operations. The hours reflected in sub-section 6.1.1.4 are typical aircraft "Flight Operations Support" hours not maintenance work hours. Per SOW sub-section 4.1.2, it is the contractor's responsibility to establish work hours consistent with meeting the operational mission requirements at each contract location.</p>
21	6.2.1 Scheduler	<p>Who is the final approval authority for the flight schedule?</p> <p>Reference: Section 6.2.1 "The Contractor shall create and manage a weekly flight schedule for all aircraft operated by AOD. The Contractor shall coordinate the requests generated by NASA managers, flight crews, project engineers, and others associated with flight operations to create an efficient use of aircraft assets."</p>	<p>SOW sub-section 6.2.2, identifies the Operations Duty Officer (ODO) as the final approval authority for the schedule.</p>

22	7.1.6 Maintenance Discipline	Item 7.1.6 (4): References SOW subsection 7.5.1.1. Section 7.5.1.1 does not exist .	7.5.1.1 refers to a section in SAE Aerospace Standard (AS) 9110. SOW sub-section 7.1.6 has been modified as follows to correct the discrepancy: "Adhere to approved technical data to maintain aircraft and equipment in accordance with SAE AS9110, Aerospace Standard, Quality Maintenance Systems – Aerospace – Requirements for Maintenance Organization; sub-sections 4.2 and <u>7.5.1.1.</u> "
23	7.2.2.1 Disposition of Aircraft Parts	This paragraph references 14 CFR Section 43.10, which addresses LIFE-LIMITED parts only. Should the title of this paragraph include “LIFE-LIMITED” as it can cause confusion with regard to all parts removed, not just life limited?	SOW sub-section 7.2.2.1 has been updated to add the words "Life Limited" in the title.
24	7.2.3 Trend Analysis Program	AOD WI 34100 assigns trend analysis functions to both Maintenance and Quality Control which appears to be a duplication of effort. Please clarify	No, this is not a duplication of effort. The Government considers trend analysis to be a shared effort between Maintenance and Quality Control.
25	7.2.3 Trend Analysis Program	Is the development of the software program to trend data from NAMIS part of this contract? Will this information be supplied by the government?	"Trend Analysis Program" does not specify whether or not the contractor must use software to perform trend analysis. NAMIS is one data source for trend data. It is the contractor's responsibility to perform the trend analysis using all pertinent data sources.
26	Section 7.2.15.1 (Page C-120)	Please differentiate between FP and Cost elements.	SOW sub-section 7.2.15.1 "Slings and Lifting Device Program" has been modified to reflect that this effort shall be performed under cost portion of the contract. NASA will provide a Government Provided Direct Labor Resource Estimate in Section L of the RFP.
27	7.6.5 Egress Systems Shop	Does this apply to Langley OV-10?	No, SOW sub-section 7.6.5 does not apply to Langley. Refer to L7.6.5 for Langley's OV-10 support.
28	L7.0 Maintenance – LaRC Center Unique	SOW references RSD-CP-0940 LaRC General Aircraft Maintenance Manual for RSD should this be corrected to LMS-CP-094?	The SOW has been updated to reflect the correct number of LMS-TD-0940 where appropriate.

29	9.3.(11) (Page C-167)	What is the difference between physical inventories, wall-to-wall inventories, and contract transition inventories?	NASA NPR 4100.1D addresses the Physical Inventory Requirements of Materials and defines the type and frequency for each to include wall-to-wall inventories. A transition inventory as noted in Section C refers to a physical inventory that shall be performed upon contract completion in accordance with 52.245-1 Government Property.
30	9.4.2.3 (1).	Will a Form 1307 be required for every purchase regardless of dollar value?	No. An AOD Form 1307, "Purchase Request Worksheet," shall be utilized for approval to purchase any item greater than \$500 per SOW sub-section 9.4.3.3.
31	9.4.2.3. (2).	Is it NASA's intent for the contractor to obtain approval from the CO or COTR for any <u>new</u> item containing a hazardous constituent? If so, the word "new" should be included to avoid duplicating approval on already approved items.	Yes. The contractor shall obtain approval from the CO or COTR on any new item containing a hazardous constituent. SOW has been updated to include the word "new."
32	9.4.6.2 (Page C-170)	Please provide an example of when Form 290 would be required?	One example SOW sub-section 9.4.6.2 has been modified to read as follows: "When requested by NASA, the Contractor shall coordinate Government bill of lading (GBL) for property that will be transported within CONUS or OCONUS (exported) to include commercial bill of lading (CBL) in accordance with JWI 6050.1, "How to Prepare and Process JSC Form 290, JSC Shipping Document."

33	9.4.6.3 (1) (Page C-171)	Will all property that is shipped from Ellington Field use NASA JOFLS?	<p>No property that is shipped from Ellington Field will use NASA JSC Outbound Freight Logistics System (JOFLS).</p> <p>The reference to the JOFLS has been removed from the SOW.</p>
34	9.4.6.6 1) a. Pyrotechnics Logistics Mgmt (P C-172)	Please provide workload data.	The Draft SOW has been modified to reflect that all requirements identified in Section 9 "Logistics" will be performed under the cost portion of the SOW. NASA will provide a Government Provided Direct Labor Resource Estimate in Section L of the RFP.
35	9.4.6.7 For Commercial Parts: (1) (Page C-173)	Per FAA Procedure - For Commercial Parts: FAA AC 21-29C, Para 3 o.(2), Note: Do not report parts damaged due to shipping or warranty issues as an SUP. This appears to be in conflict with SOW 9.4.6.7(1).	SOW sub-section 9.4.6.7 has been updated to address the conflict.
36	10.1.8 Outsourced Processes Section C Solicitation # TBD C-10 June 17, 2011	Please provide workload data.	Attachment One entitled, "Description of Government Provided Data to Assist Industry" provides the list of the workload data that will be provided. The data as it becomes available will be placed in the Technical Library at http://procurement.jsc.nasa.gov/amos/ . Please check in the AMOS library on a regular basis to determine what information is provided.
37	10.2 Technical Library	Will LaRC documentation be required in the Ellington Library?	No, the LaRC documentation will not be available in the Ellington Field Technical Library.
38	10.2.1 Aircraft Change Directives	The number of change directives issued is beyond the control of the contractor, making this a variable (cost plus activity).	Due to the change in the NASA mission and associated AOD reduction in fleet size, the processing of ACD's in accordance with the SOW, paragraph 10.2.1, will be well within the scope of the FP portion of the SOW. For T-38 aircraft scope of work, refer to AMOS Technical Library, FY-09 and FY-10 Historical Data (page titled NASA/USAF Configuration Items).

39	11.1.3 Workplace Health and Safety	Enforce OSHA public law – should it read “comply” as opposed to “enforce?”	SOW sub-section 11.1.3 has been modified to use the word "comply" in place of "enforce."
40	11.1.4 Deployment Support	Please define “safety support” as referenced in Section 11.1.4.	SOW sub-section 11.1.4 has been modified to state "when requested by NASA". Requested support may include assisting NASA in conducting an investigation and/or root cause analysis of a safety reported close call, mishap or injury. Deployment of a Safety Representative is by exception.
41	11.2 Hazards	AF 90-902 is rescinded and has not been replaced. AF90-902 provides ORM basic directions. ORM is not currently done by contractor. ORM could significantly broaden the scope of the current contract.	The SOW has been updated to remove reference to AF 90-902.
42	11.3.3 Hazardous Materials and Hazardous Waste Management Program (Page C-188)	Materials control and management HazMats handling and disposal and incident reporting are currently reported through facilities contractor at JSC	NASA expects the contractor to ensure a Hazardous Material Control and Management Program (HAZMAT) is established, maintained, and enforced in accordance with the NASA Center HAZMAT Program as required in JPR 1700.1, JSC Safety and Health Handbook.
43	AOD 34-100 Manual Contradictions	Throughout AOD34-100, the Maintenance Manager is the approving authority for work. In the FP/Cost contract model anticipated, will the Maintenance Manager remain the deciding authority should the required effort necessitate moving from FP to Cost? Will the Maintenance Manager approve Cost reimbursable work?	Work will not be moved from FP to Cost. Per SOW sub-section 10.2.2, the Maintenance Manager will verify whether the determination made by the contractor to repair the discrepancy is supported or is not supported by approved technical data as defined in the SOW sub-section 1.4. If the discrepancy is supported by approved technical data, then the contractor shall perform the work under the fixed-price portion of the contract. If not, an approved AOD Form 14, Engineering Work Order will be provided to conduct the maintenance activities.

44	AOD 34-100 Manual Contradictions	Will the NASA Maintenance Manager approve any task where there is a decision between FP and Cost?	Per SOW sub-section 10.2.2, the Maintenance Manager will verify whether the determination made by the contractor to conduct maintenance activity is supported or is not supported by approved technical data as defined in the SOW sub-section 1.4. If the discrepancy is supported by approved technical data, then the contractor, without conferring with the NASA Maintenance Manager shall perform the work under the fixed-price portion of the contract. If not, an approved AOD Form 14, Engineering Work Order will be provided to conduct the maintenance activities.
45	AOD 34-100 Manual Contradictions	Would the Maintenance Manager /approve the number of staff being deployed CONUS or OCONUS and approve in advance of deployments?	AOD WI 34100 does not specifically address deployment staffing. Refer to SOW subsection 4.9.2 "Deployments". The Government anticipates a coordinated effort with the Contractor to provide optimum staffing depending on the mission requirements associated with a given deployment.
46	AOD 34-100 Manual Contradictions	7.1.5 NASA Maintenance Manager states "...the NASA maintenance manager is not responsible for the scheduling, planning, forecasting or execution of the Contractor's maintenance efforts." This section appears to be in conflict with several AOD34-100 sections as shown in the following examples: (The examples listed in numbers 47-56 are related to this comment.)	The referenced paragraph aligns the contract requirements with the Maintenance Manual, AOD WI 34100. The Contractor is responsible for maintenance performance. The NASA Maintenance Manager serves as the Government's single point of contact (SPOC) on all matters associated with scheduled and unscheduled maintenance. The Maintenance Manager provides the necessary oversight/insight, authority to proceed, and related technical coordination on behalf of the government. The Contractor is expected to plan, schedule, forecast and execute all elements of the contract. The Maintenance Manager will not plan, schedule, forecast or execute the elements of the contract for the Contractor.

47	AOD 34-100 Manual Contradictions	9.3: Overtime should not be considered in establishing the Estimated Time In Commission (ETIC) unless previously discussed with and approved by the NASA Maintenance Manager.	SOW sub-section 9.3 applies to the cost elements of the SOW. The contractor shall plan and schedule ETIC's based on a 40-hour per person work week. Overtime should not be considered when baselining ETIC's without first discussing rationale for overtime with the NASA Maintenance Manager.
48	AOD 34-100 Manual Contradictions	9.4: Pre-Dock and Post-Dock meetings should be coordinated in advance with the appropriate QA Team Lead and the NASA Maintenance Manager to ensure no conflict of interest in scheduling.	The contractor is responsible for planning and scheduling a sound maintenance program. This includes coordinating the pre-dock and post-dock requirements with NASA before scheduling to avoid conflicts in Government personnel schedules and to reap maximum Government attendance for both events.
49	AOD 34-100 Manual Contradictions	9.4.1: Aircraft completing Depot Maintenance shall have zero delayed discrepancies and no scheduled maintenance, to include life limited components, that fall due within 90 days after the completion of the Depot workload unless agreed to by the Contractor Director of Maintenance and the NASA Maintenance Manager. The Contractor Director of Maintenance and NASA Maintenance Manager may defer such anomalies in advance of the FRR/de-dock.	NASA Maintenance Manager serves as the Government SPOC on all scheduled and unscheduled maintenance activities. In this role, he is responsible for ensuring the standards imposed by the contract and AOD WI 34100 are adhered to. The contractor shall schedule, plan, forecast and execute a sound maintenance program. When deviations to the standards need to be considered, it is expected, that the Contractor shall coordinate these considerations with the NASA Maintenance Manager for approval.

50	AOD 34-100 Manual Contradictions	<p>9.4.2 Post-Dock: Post-dock meetings will be convened on all aircraft for the purpose of identifying the maintenance requirements that were accomplished during the phase/major calendar/hourly inspection or Depot maintenance. This will include a review of items discussed and agreed to be accomplished during pre-dock meeting, engineering issues accomplished, and any items remaining unresolved. Items remaining unresolved will be thoroughly reviewed prior to releasing the aircraft from inspection status and subsequent flight (refer to Paragraph 9.4.1). All deferred items will have an "ACTIVE" Work Request entered into NAMIS prior to releasing the aircraft "Safe for Flight" using NASA Form 1673A, Flight Preparedness Report</p>	<p>The NASA Maintenance Manager is the Governments "Maintenance" Representative at Post-Dock meetings. In this capacity, the NASA Maintenance Manager shall be kept informed of such activities (planned maintenance activities versus actual accomplishments).</p>
51	AOD 34-100 Manual Contradictions	<p>9.2.1.3: The NASA Maintenance Manager shall: Review the ACD and make final disposition on whether or not the ACD applies to the type/model/series aircraft and/or equipment.</p>	<p>The Government has a responsibility to review all ACD's and to determine if the work will be accomplished. Once the Government agrees to accomplish and impose the maintenance requirements on the Contractor, the contractor has the ultimate responsibility to plan, schedule and execute the compliance within the timelines imposed by the Government.</p>

52	AOD 34-100 Manual Contradictions	C.4.1 Maintenance Manager: A WB-57 Maintenance Manager will be assigned jointly by the NASA Maintenance Manager and the WB-57 Program Office. The WB-57 Maintenance Manager will serve as the WB-57 single point of contact on all matters associated with scheduled and unscheduled maintenance, mission preparation, mission execution, and aircraft availability. In this role, the WB-57 Maintenance Manager will establish the priorities of ongoing and future Maintenance activities, and keep the NASA Maintenance Manager informed of these activities.	The WB-57 Branch has a Maintenance Manager assigned that will serve as the single point of contact on all matters associated with the WB-57 scheduled and unscheduled maintenance, mission preparation and execution and aircraft availability. In this capacity he will keep the NASA Maintenance Manager informed of such activities.
53	AOD 34-100 Manual Contradictions	C.4.2 Aircraft Status Meeting Maintenance: In addition to the Daily Aircraft Status Meeting, the WB-57 requires an end of shift report from the Contractor providing aircraft status, and status of work in progress on maintenance tasks including: EWOs, customer support tasks, spares repair and rework, etc. Due to shifting mission priorities and because the government desires the ability to capitalize on opportunities discovered during maintenance and engineering processes, project schedules and priorities can frequently shift. The WB-57 Maintenance Manager will meet daily with the Contractor to provide guidance and priorities on activities in progress.	Due to shifting mission priorities and because the Government desires the ability to capitalize on opportunities discovered during maintenance and engineering processes, project schedules and priorities can frequently shift requiring open, timely and accurate communications . The daily end-of-shift report provides open, timely and accurate status of a variety of maintenance based actions and serves to keep maintenance, engineering, quality, and the WB-57 Program Office aware of events. This report promotes and enhances communication among the various stakeholders and has proven to be a valued tool.
54	AOD 34-100 Manual Contradictions	C.4.3 Aircraft Phase/Major Aircraft Inspection Briefing: The mission activity associated with WB-57 operations require maximum availability of the aircraft. The Contractor shall develop maintenance schedules that provide options for accelerating scheduled maintenance. The status meeting and briefings listed in Paragraph 9.3, Aircraft in Phase/Major Aircraft Inspection Briefing, apply	The referenced paragraph accurately reflects the Government's intentions for a coordinated maintenance activity.

		to the WB-57 and in addition, the WB-57 brief shall include modifications and mission preparation.	
55	AOD 34-100 Manual Contradictions	C.4.4 Pre-Dock and Post-Dock Meetings: Pre-Dock and Post-Dock meetings should be coordinated with the WB-57 QA Team Lead and the WB-57 Maintenance Manager. The WB-57 Maintenance Manager and the Contractor Director of Maintenance must agree on any deferred discrepancies and scheduled maintenance life-limiting components due within 90 days, prior to scheduling the de-dock/FRR meeting.	AOD WI 34100 requirements remain germane. The contractor should coordinate pre-dock and post-dock requirements with NASA before scheduling to avoid conflicts in schedules and to reap maximum attendees for both events.
56	AOD 34-100 Manual Contradictions	C.4.5 WB-57 Maintenance Manager: In some cases, ACDs will apply but the WB-57 Maintenance Manager may elect not to expend the labor hours/cost to comply with the requirement based on aircraft utilization or other factors.	The WB-57 Maintenance Manager will review all ACD's associated with the WB-57 aircraft and make recommendations to the NASA Maintenance Manager for compliance. The NASA Maintenance Manager, as stated in AOD WI 34100, will make final disposition on all ACD's.

57	LaRC Sections Specific Questions 2.3 NASA Center Unique Differences	Section 2.3 “Any unique requirements for work at other NASA centers (e.g. NASA Langley Research Center) are included at the end of each SOW section and titled —Center Unique. When included, these Center unique requirements shall take precedence over JSC’s requirements at that Center. If Center unique requirements are not included, then the JSC requirements shall apply to the other NASA Center(s).” The sections in the draft that state “Not Applicable” indicate the draft sections referenced aren’t applicable to LaRC.	Your interpretation of the SOW, sub-section 2.3 is correct. If marked "not applicable" it does not apply to LaRC. The SOW has been updated to include the following verbiage for additional clarification: If the center unique requirement is marked as “not applicable” then there is no unique nor JSC requirement that applies.
58	2.3 NASA Center Unique Differences	L9.4.3.2 Government Property SOW Subsection 9.4.4.2 (not applicable).	SOW sub-section L9.4.2.2 has been updated to reflect the contractor's requirement to use and maintain Government provided equipment.
59	2.3 NASA Center Unique Differences	L4.1.6 Process Control, Corrective Actions, and Continual Improvement SOW Subsection 4.1.6 (not applicable).	SOW sub-section L4.1.6 has been updated to reflect the contractor requirement to implement process control, corrective actions and continual improvement in accordance with AS9110, Aerospace Standard, Quality Maintenance System- Aerospace - Requirements for Maintenance Organization, Section 8.5.
60	2.3 NASA Center Unique Differences	How are LaRC specific policies and procedures to be incorporated?	Center unique policies and procedures will be highlighted within the content of the SOW.

61	2.3 NASA Center Unique Differences	Many LaRC sub sections in the draft RFP state “Not applicable”. Does this indicate the requirement does not exist at LaRC, or is there a site specific document that maintains the referenced or similar requirement?	Your interpretation of the SOW, sub-section 2.3 is correct. If marked "not applicable" it does not apply to LaRC.
62	L4.2.2 Availability	SOW Subsection L4.2.2 references section 4.1.2 Is this reference correct?	SOW sub-section L4.2.2 has been updated to correct the SOW reference to read L4.1.2.1.
63	L4.12 Information Technology Systems	Is NAMIS considered an IT system at LaRC?	Yes. NAMIS is an IT system supported by JSC at AOD and by ODIN at LaRC. The Contractor shall utilize the NAMIS system at LaRC.
64	L4.12 Information Technology Systems	Reference: L4.11.1 NASA Aircraft Management Information System (NAMIS): The Contractor shall 1) Use the Government provided NASA Aircraft Management Information System (NAMIS) for aircraft operations, maintenance, and logistics support.	The contractor shall utilize the NAMIS Aircraft Management Information System in accordance with the SOW, sub-section L4.11.1.
65	L4.12 Information Technology Systems	L4.12 Information Technology Systems: SOW Subsection 4.12 not applicable.	SOW sub-section L4.12 has been updated to reflect applicability with SOW sub-section 4.12.

66	L7.1.6 Maintenance Disciplines	Reference: Section 7.1.6 para 4, Sections 4.2 and 7.5.1.1. 7.5.1.1 does not exist and Section 4.2 is Executive Manager. Are these references correct for section L7.1.6?	7.5.1.1 refers to a section in SAE Aerospace Standard (AS) 9110. SOW sub-section 7.1.6, item 4) has been modified as follows to correct the discrepancy: "Adhere to approved technical data to maintain aircraft and equipment in accordance with SAE AS9110, Aerospace Standard, Quality Maintenance Systems – Aerospace – Requirements for Maintenance Organization; sub-sections 4.2 and <u>7.5.1.1</u> . References, following aforementioned change to the SOW, are correct for LaRC."
67	L7.2.2 Product Identification and Traceability Program	IAW Section 2.3, this would indicate JPR 1281.8 is applicable to LaRC. Is this the intent of this reference?	SOW sub-section L7.2.2 has been updated to reflect correct references for LaRC. JPR 1281.8 is not applicable to LaRC.
68	L7.6.5.4 Explosives	"SOW Subsection 7.6.5.4 not applicable." This appears to be in conflict with Section L12.4.3 and L 7.6.6 Egress Shop requirements. Please clarify.	SOW sub-section L7.6.5.4 applicability has been updated.
69	L8.3.2.2 Drawing Checking	"The Contractor shall ensure that all drawings are checked prior to release to minimize drawing and design errors and ensure drawings meet AOD 33849 standards." Is it the intent of this section to incorporate AOD 33849 requirements at LARC?	The SOW has been updated to remove reference to JSC standards and updated to reflect the correct LaRC standard.
70	L.9.1 General	This section refers to 4.11.1. Should this reference be L4.11.1?	The SOW has been updated to reflect the correct referenced section. Specifically: L4.11.1
71	L11.1.2 Deliverables – Safety	Section 11.1.2, page C-186. (e.g., DRD-S01, DRD-S03, and DRD-S04)? Is it the intent that these deliverables for LaRC are separate from JSC?	The intent is to deliver the DRD deliverables to the appropriate center, JSC or LaRC as appropriate.